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EXPLANATION OF ALTERNATE PLANS FOR DOWNTOWN  
CONNECTING RAMPS TO THE PROPOSED  
WILLIAM A. STICKEL MEMORIAL BRIDGE, NEWARK, N.J.



Model A Showing State Highway Department Plan



Model B Showing Central Planning Board Plan

# NOTES ON ROUTE 25A MODELS A & B

## CITY OF NEWARK

(Prepared by State Highway Department)

1. What do these two models represent?

Alternate plans for a part of State Highway Route 25A which starts in Jersey City and extends to Clifton Ave. in Newark.

2. What part of the route does the models cover?

From the Passaic River west to High Street in the City of Newark.

3. Why are there alternate plans?

The State Highway Department prepared the plan represented in Model A. The Central Planning Board of Newark prepared the plan represented by Model B as an alternate based on the contention that the State plan does not adequately serve the interest of the City of Newark.

4. What is the purpose of Route 25A?

The general purpose is to provide a through road between Jersey City and Newark, the most important part of which is to serve the cross river local traffic in this area of Newark. The bridge over the Passaic River, to which this is the westerly approach, is to replace the existing Bridge Street bridge and eventually the Clay Street bridge, serving the traffic now using those bridges.

5. Are those bridges to be removed?

The Bridge Street bridge is to be removed immediately on the completion of the new bridge. The Clay Street bridge is to remain while it can be kept in repair, which is expected for a few years.

6. Will one bridge as shown take the place of two bridges?

It is believed so. The existing bridges have a decreased capacity, because the approaches are at street level, and because they are opened frequently for boats to pass, causing traffic jams to form on the adjacent streets.

7. Will the new bridge be opened for river navigation?

It will be opened occasionally, but because it is 35 feet in the clear above high tide it is expected that the openings will decrease 95%.

8. How many lanes on the existing bridges?

Four on each.

9. How many lanes on the new bridge?

Six.

10. What about the traffic jams on the adjacent streets?

The new route passes over the adjacent streets, so as to avoid cross traffic and its interruptions to smooth and steady flow.

11. Specifically what does this mean to the streets in this area of Newark?

City Newark Central Planning Board 7/1/5

McCarter Highway and Broad Street will be freed of cross traffic and left turning traffic that uses the new route.

12. How much traffic has the existing bridges carried?  
In 1941 the two bridges carried about 40,000 vehicles per day as shown by counts.
13. How much will the new bridge carry?  
It is expected to carry 60,000 per day with a possible overload of 50% on peak days.
14. What are the essential differences in the two plans?  
The difference in the main roadway is merely a matter of position. The connections to the surface roads differ in position, curvature, width, and number, with minor differences in the traffic flows to be served.
15. Will one plan carry more vehicles than the other?  
No.
- \*16. What effect on traffic using the route is indicated on the alternate plans?  
No difference on the main roadway. On the connections to the surface streets vehicles will travel faster on the easier curvature but because of the added length will not get to the desired point any sooner.
- \*17. Are the connections to existing streets the same on both plans except for position and curvature?  
The State plan provides a direct connection for westbound bridge traffic to go north on the McCarter Highway.
- \*18. Do the grades differ on the two plans?  
There are minor differences. No grades are critical.
19. Who pays for this work?  
It is a State project and paid for by the State. It is expected that with the approval of plans by the Public Roads Administration the Federal Government will contribute half the cost.
20. Has the U. S. Public Roads Administration indicated that plans might be approved?  
The U. S. Public Roads Administration initially reviews all projects, keeps in touch with the planning, has seen both plans, and has given tentative approval to the State plan.
21. Does this mean that the plan of the Central Planning Board has been finally rejected?  
No. A reconsideration is possible provided the State approves the plan first.

22. Would the Board's plan be approved if the City or County should pay the difference in cost?  
No determination has been made of such a contingency.
23. What is the difference in cost?  
The Board's plan is estimated to cost \$2,000,000 more than the State plan.
24. What is the difference in the rates destroyed?  
The Board's plan will destroy about \$500,000 more than the State's plan.
25. If the high cost plan is adopted, what does this mean to other projects?  
Other projects will suffer to this extent. Some projects must be omitted or curtailed and delayed.
26. Are both plans satisfactory from an engineering view point?  
Essentially yes.

\* See attached sheet for comments by Central Planning Board on this question.

Additional Comment by Central Planning Board

16. What effect on traffic using the route is indicated on the alternate plans ?

No difference on the main roadway. Traffic using the ramps as designed by the Planning Board will move more freely and safely because of: (a) easier curvature (b) widened sections along curves (c) better sight distance at entrances and exits to main structure (d) easier grades (e) no necessity of using local streets (f) freedom from interference with conflicting traffic movements at intersections with Broad Street.

Longer ramps advantageous during rush hours, as traffic is less likely to pile up and block city streets or bridge at ramp intersections.

17. Are the connections to existing streets the same on both plans except for position and curvature?

The State's plan provides a direct connection for westbound bridge traffic to go north on McCarter Highway. This is an improvement over the City's plan which should be changed to provide a similar connection.

The City's plan provides a direct connection for westbound bridge traffic to go north on Broad whereas such traffic under the State's plan would come to grade at Spring Street, cross the intersection of Spring and Grant and use Grant Street to reach Broad.

The City's plan provides a direct connection for southbound Broad Street traffic to go east on the bridge, whereas under the State's plan such traffic would use the High Street ramp or the McCarter Highway ramp or make a left turn across Broad.

The City's plan provides a direct connection for westbound bridge traffic to go south on Broad whereas under the State's plan such traffic would use State Street, thus adding to an already serious traffic condition at the intersection of State, Plane, Broad, Cross and Grant Streets, or it could use John Street and Eighth Avenue to Broad, both of which are narrow and badly congested.

The City's plan provides a direct connection for westbound bridge traffic to go south on McCarter Highway, whereas under the State's plan such traffic comes to grade at Spring Street and the ramp between Grant Street and McCarter Highway also will handle local traffic.

18. Do the grades differ on the plans?

They are materially different. Under the City's plan no grade

exceeds 4½ percent while under the State's plan the maximum grade will be between 7 and 8 percent.

The question has been raised as to why no provisions are made for Broad Street and McCarter Highway traffic to proceed westward on the bridge. Neither the State or City plan contemplates such movements for the following reasons:

- (a) Introduction of local traffic on bridge would interfere with and delay through traffic.
- (b) Provisions will be made to improve local street connections from Newark's downtown business district to suburbs as comprehensive city plan is executed.

Another question has been asked as to why no provisions are made for eastbound traffic to leave the bridge at Broad Street and McCarter Highway.

Here again such traffic movements would interfere with bridge traffic. The contemplated traffic circle at Clifton Avenue will provide convenient access to Nesbitt Street and a widened Lock Street connecting directly to Raymond Boulevard which leads to the heart of downtown Newark.